

Equality Analysis

Birmingham City Council Analysis Report

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| EA Name | Iron Lane / Station Road / Flaxley Road Junction Improvements |
| Directorate | Economy |
| Service Area | Economy - Transportation Services Infrastructure Projects |
| Type | New/Proposed Function |
| EA Summary | <p>Birmingham City Council has secured Local Growth Funding contribution from Greater Birmingham & Solihull Local Enterprise Partnership (GBS LEP) towards highway improvements at Iron Lane / Station Road / Station Lane / Flaxley Road, in order to better manage traffic and provide the additional capacity necessary to support economic growth. The main elements of the scheme are:</p> <ul style="list-style-type: none"> . Widening of Station Road (between Burney Lane and Flaxley Road) to dual carriageway, including a new bridge structure over the River Cole. . Modifications to Burney Lane / Stechford Lane / Station Road roundabout including new dedicated slip lane from Stechford Lane to Station Road. . Replacement of the existing signal controlled gyratory system at Station Road / Flaxley Road / Iron Lane with two new roundabout junctions. . New shared use and segregated cycle / footways. . Six new Toucan crossings including the relocation and upgrading of an existing pedestrian crossing. . Provision to allow for a left turn into Stechford Road from Stechford Lane. . Creation of service roads to properties 51 to 61 Station Road and properties 16 to 30 Flaxley Road. . Revised bus stop locations and provision of a new Bus Stop on Station Road. <p>A compulsory Purchase Order is required to secure the private land interests to deliver the project. The private land affected is primarily the Stechford Retail Park, there is no direct impact on residential properties.</p> |
| Reference Number | EA001778 |
| Task Group Manager | amjid.bashir@birmingham.gov.uk |
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Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a New/Proposed Function.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

Birmingham City Council has secured Local Growth Funding contribution from Greater Birmingham & Solihull Local Enterprise Partnership (GBS LEP) towards highway improvements at Iron Lane / Station Road / Station Lane / Flaxley Road, in order to better manage traffic and provide the additional capacity necessary to support economic growth. The main elements of the scheme are:

- . Widening of Station Road (between Burney Lane and Flaxley Road) to dual carriageway, including a new bridge structure over the River Cole.
- . Modifications to Burney Lane / Stechford Lane / Station Road roundabout including new dedicated slip lane from Stechford Lane to Station Road.
- . Replacement of the existing signal controlled gyratory system at Station Road / Flaxley Road / Iron Lane with two new roundabout junctions.
- . New shared use and segregated cycle / footways.
- . Six new Toucan crossings including the relocation and upgrading of an existing pedestrian crossing.
- . Provision to allow for a left turn into Stechford Road from Stechford Lane.
- . Creation of service roads to properties 51 to 61 Station Road and properties 16 to 30 Flaxley Road.
- . Revised bus stop locations and provision of a new Bus Stop on Station Road.

A compulsory Purchase Order is required to secure the private land interests to deliver the project. The private land affected is primarily the Stechford Retail Park, there is no direct impact on residential properties.

The council is committed to reducing and minimising disadvantages experienced by people with protected characteristics, including steps that can be taken through the compulsory purchase process. This includes being able to provide documents in alternative formats and languages and details of contact officers for further advice and assistance. Should a public local inquiry need to be arranged to consider any objections to the Order, the council will have regard to the suitability of the venue and accessibility issues

The expected outcome of the proposed measures would be that the scheme would reduce traffic / congestion and improve journey times for all modes of transport especially public transport. Additionally providing access to a number of large urban employment sites outside of Birmingham City Centre and areas targeted for regeneration in the east of the City area.

For each strategy, please decide whether it is going to be significantly aided by the Function.

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| Children: A Safe And Secure City In Which To Learn And Grow | Yes |
| Health: Helping People Become More Physically Active And Well | Yes |
| Housing : To Meet The Needs Of All Current And Future Citizens | Yes |
| Jobs And Skills: For An Enterprising, Innovative And Green City | Yes |

2.2 Individuals affected by the policy

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| Will the policy have an impact on service users/stakeholders? | Yes |
| Will the policy have an impact on employees? | No |
| Will the policy have an impact on wider community? | Yes |

2.3 Relevance Test

| Protected Characteristics | Relevant | Full Assessment Required |
|----------------------------|--------------|--------------------------|
| Age | Relevant | Yes |
| Disability | Relevant | Yes |
| Gender | Not Relevant | No |
| Gender Reassignment | Not Relevant | No |
| Marriage Civil Partnership | Not Relevant | No |
| Pregnancy And Maternity | Not Relevant | No |
| Race | Not Relevant | No |
| Religion or Belief | Not Relevant | No |
| Sexual Orientation | Not Relevant | No |

2.4 Analysis on Initial Assessment

Formal Public Consultation was undertaken from 1st June 2015 - 21st June 2015, where letters and plans were delivered within the local vicinity of the proposed works. All Stakeholders, Ward Councillors, residents and local businesses were consulted as part of the consultation process.

Public consultation was uploaded on Birmingham Beheard website and a dedicated consultation website was created as part of the consultation process. There was over 90% positive support for the scheme from members of the public, businesses and stakeholders.

During the consultation various signage was strategically located within the vicinity in order to make passing traffic aware of the consultation, its duration and methods of viewing the proposals. A number of 'drop in' sessions were held in an Exhibition Bus at Stechford Retail Park to give an opportunity for all interested parties to attend and discuss the proposed measures.

As part of the consultation process we consulted with various disability groups and only the Access Committee provided any feedback. Comments provided were that the design should meet the guidelines as set by the Department for Transport for tactile pavings.

The scheme is aimed at improving facilities for all road users including local residents / businesses / visitors to Birmingham City and it is not envisaged that any user groups will be adversely affected by the proposals.

Footways on the new road will be built to prescribed standards to allow adequate width and clearance for all users and street clutter will be minimised. All sign posts and lighting columns will be fitted with visibility bands to ensure maximum visibility.

Crossing points will be installed to prescribed gradients to allow access for wheelchair users and pushchairs. All dropped crossings will be implemented with tactile paving, colour coded to identify controlled or uncontrolled crossings, to aid the visually impaired.

Controlled crossings will be installed with audible beepers and tactile cones to assist the visually impaired / deaf people to cross the road. All traffic signal poles will be installed with adequate clearance to allow safe navigation around and be fitted with yellow visibility bands.

All car parking / disabled parking spaces will be designed in accordance with guidance stated within Manual for Streets.

Any persons with a disability such as visually impaired or hearing impairment the council can make certain documents relevant to the CPO process e.g. statement of case statement of reasons available in large print, audio tape and computer disc.

In relation to race those documents can also be made available in various community languages on request, within a

reasonable time period (normally 10 working days).

In addition to the above residents of properties 51 to 61 on Station Road under the current road layout can use the gyratory system on Iron Lane / Station Road to travel in all directions. Under the proposed layout residents wishing to travel easterly / south easterly direction would have to travel north-west along Station Road / Stechford Lane and undertake a 'U' turn at the Burney Lane roundabout junction. This would add approximately 700m to the journey and is likely to incur a slightly higher charge for people travelling by taxi / private hire.

Residents of properties of 2 to 66 & 1 to 45 Albert Road at present can access the gyratory system on Iron Lane / Station Road junction to travel in all directions. The proposed scheme restricts access to the east and south-east directions, however alternative routes are available via Northcote Road / Old Station Road or via 'U' turn at the Burney Lane roundabout (as described above).

Residents of properties 16 to 30 Flaxley Road and all properties on Mears Drive at present can access the gyratory system on Iron Lane / Station Road junction to travel in all directions. Under the proposed layout residents wishing to travel north-west and south easterly directions will have to travel west along Flaxley Road and undertake a 'U' turn at the new roundabout junction on Flaxley Road / Flaxley Parkway. This would add approximately 700m to the journey and is likely to incur a slightly higher charge for people travelling by taxi / private hire.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Age - Assessment Questions

3.1.1 Age - Relevance

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| Age | Relevant |
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3.1.2 Age - Impact

Describe how the Function meets the needs of Individuals of different ages?

The scheme will be designed to ensure safe crossing points for people of all ages. Given the proximity of Stechford Retail Park and a large residential area within the vicinity. Controlled crossing facilities will ensure that young people can cross safely and that elderly people have more time to cross the road.

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| Do you have evidence to support the assessment? | Yes |
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Please record the type of evidence and where it is from?

The junction and new road have been designed to current standards and guidance. Full independent Road Safety Audits Stage 1 & 2 have been carried out during March 2015 and August 2016 to ensure designs are as safe as can be for all road users.

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| You may have evidence from more than one source. If so, does it present a consistent view? | Yes |
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3.1.3 Age - Consultation

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| Have you obtained the views of Individuals of different ages on the impact of the Function? | No |
| If not, why not? | No relevant individuals identified |
| Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals of different ages? | Yes |

If so, how did you obtain these views?

Formal Public Consultation was undertaken from 1st June 2015 - 21st June 2015, MP's, Councillor's, residents, businesses, emergency services, access / disabled groups, cycling / walking groups and other key stakeholders were consulted with. Details were also uploaded onto "Birmingham Beheard" to reach the largest audience possible and drop in sessions were held.

There was overall support for the scheme, with residents supporting the overall safety improvements this scheme would bring.

Consulting with local schools and the City Council School Travel Plan team enabled an overview of the impact of the scheme on school children and enabled the pedestrian crossings to be adjusted to suitable desire lines.

Consulting with the Access Committee for Birmingham enabled the designers to ensure that the design did not impeded elderly people or the disabled.

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| Is a further action plan required? | No |
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3.1.4 Age - Additional Work

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| Do you need any more information or to do any more work to complete the assessment? | No |
| Do you think that the Function has a role in preventing Individuals of different ages being treated differently, in an unfair or inappropriate way, just because of their age? | No |
| Do you think that the Function could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it? | No |

3.2 Disability - Assessment Questions

3.2.1 Disability - Relevance

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| Disability | Relevant |
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3.2.2 Disability - Impact

Describe how the Function meets the needs of Individuals with a disability?

The proposed junction improvements are envisaged to have a very positive effect on the local area and community and open up increased opportunities for employment and development.

Footways on the new road will be built to prescribed standards to allow adequate width and clearance for all users and street clutter will be minimised. All sign posts and lighting columns will be fitted with visibility bands to ensure maximum visibility.

Crossing points will be installed to prescribed gradients to allow access for wheelchair users and pushchairs. All dropped crossings will be implemented with tactile paving, colour coded to identify controlled or uncontrolled crossings, to aid the visually impaired.

Controlled crossings will be installed with audible beepers and tactile cones to assist the visually impaired / deaf people to cross the road. All traffic signal poles will be installed with adequate clearance to allow safe navigation around and be fitted with yellow visibility bands.

As a result of the Compulsory Purchase Order of private land interests that are required to deliver the scheme, modifications to the existing layout of Stechford Retail Park (SRP) are necessary, this will result in changes to the car parking provision within SRP. The existing parking provision for the site is 491 spaces including 18 disabled parking spaces, the revised parking provision would be 548 spaces including 21 disabled parking spaces. This would result an increase of 57 parking spaces including 3 additional disabled parking spaces.

Any persons with a disability such as visually impaired or hearing impairment the council can make certain documents relevant to the CPO process e.g. statement of case statement of reasons available in large print, audio tape and computer disc.

In relation to race those documents can also be made available in various community languages on request, within a reasonable time period (normally 10 working days).

| | |
|---|-----|
| Do you have evidence to support the assessment? | Yes |
|---|-----|

Please record the type of evidence and where it is from?

Formal Public Consultation was undertaken from 1st June 2015 - 21st June 2015 MP's, Councillor's, residents, businesses, emergency services, access / disabled groups, cycling / walking groups and other key stakeholders were consulted with. Details were also uploaded onto "Birmingham Beheard" to reach the largest audience possible and drop in sessions were held.

There was overall support for the scheme, with residents supporting the overall safety improvements this scheme would bring. Access Committee for Birmingham responded with the following comment:

"The footways should be of adequate width to enable pushchair/wheelchair users to pass in opposite directions. All proposed street furniture should be highlighted with contrast to assist people with sight impairments. It is unclear from the information provided if there has been any thought of, or plans to install, suitable kerbs for any possible/future accessible bus route along the

proposed road"

As described above, all these comments have been addressed during design and development of the scheme.

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| You may have evidence from more than one source. If so, does it present a consistent view? | Not applicable |
|--|----------------|

3.2.3 Disability - Consultation

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|--|------------------------------------|
| Have you obtained the views of Individuals with a disability on the impact of the Function? | No |
| If not, why not? | No relevant individuals identified |
| Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals with a disability? | Yes |

If so, how did you obtain these views?

All internal / external Stakeholders were formally consulted as part of the public consultation which ran for a 3 week period from 1st June 2015 - 21st June 2015.

All consultation responses were collated through the various means as mentioned above and will be presented with the Full Business Case.

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| Is a further action plan required? | No |
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3.2.4 Disability - Additional Work

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|---|----|
| Do you need any more information or to do any more work to complete the assessment? | No |
| Do you think that the Function has a role in preventing Individuals with a disability being treated differently, in an unfair or inappropriate way, just because of their disability? | No |
| Do you think that the Function could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it? | No |
| Do you think that the Function will take account of disabilities even if it means treating Individuals with a disability more favourably? | No |
| Do you think that the Function could assist Individuals with a disability to participate more? | No |
| Do you think that the Function could assist in promoting positive attitudes to Individuals with a disability? | No |

3.3 Concluding Statement on Full Assessment

This scheme demonstrates due regard to the protected characteristics affected by these proposals.

Age characteristic is protected by the installation of pedestrian crossings which will enable all pedestrians, irrespective of age, the chance to cross the road safely and in good time.

Disabled characteristic will be protected by ensuring footways on the new road will be built to prescribed standards to allow adequate width and clearance for all users and street clutter will be minimised. All sign posts and lighting columns will be fitted with visibility bands to ensure maximum visibility.

Crossing points will be installed to prescribed gradients to allow access for wheelchair users and pushchairs. All dropped crossings will be implemented with tactile paving, colour coded to identify controlled or uncontrolled crossings, to aid the visually impaired.

Controlled crossings will be installed with audible beepers and tactile cones to assist the visually impaired / deaf people to cross the road. All traffic signal poles will be installed with adequate clearance to allow safe navigation around and be fitted with yellow visibility bands.

Public consultation was carried out during 1st June 2015 - 21st June 2015. MP's, Councillor's, residents, businesses, emergency services, access / disabled groups, cycling / walking groups and other key stakeholders were consulted with. Details were also uploaded onto "Birmingham Beheard" to reach the largest audience possible and drop in sessions were held.

There was overall support for the scheme, with residents supporting the overall safety improvements this scheme would bring. Access Committee for Birmingham responded with the following comment:

"The footways should be of adequate width to enable pushchair/wheelchair users to pass in opposite directions. All proposed street furniture should be highlighted with contrast to assist people with sight impairments. It is unclear from the information provided if there has been any thought of, or plans to install, suitable kerbs for any possible/future accessible bus route along the proposed road"

As described above, all these comments have been addressed during design and development of the scheme.

Safety audits have been carried out and the proposals have been passed through the relevant internal Gateway procedures for the City Council. Transportation Delivery Group (TDG) and Transportation Street Services Group (TSSG) have all been involved in deciding that the scheme can progress to Cabinet approval.

4 Review Date

11/09/17

5 Action Plan

There are no relevant issues, so no action plans are currently required.